

SENATE DEBATED RAILROAD BILL

Were Many Sharp Tilts Between
Senators, Acrimony Often
Marking Discussion.

THE LONG AND SHORT HAULS

Dixon and Smoot Challenged Piles'
Position—Elkins Took Occasion
To Explain His Remarks.

Washington, May 10.—Acrimony and argument stalked side by side through the senate's consideration of the railroad bill today. Senators Piles, Lodge and Bristow were the regular speakers, but there were so many interruptions that at times it was difficult to determine who held the floor.

There were many sharp tilts between the senators and the discussion was interesting throughout.

Mr. Piles undertook to show that the adoption of the long and short haul amendment by forcing up rates and increasing water transportation would cause the transcontinental railways to abandon the coast business.

The assertion was challenged by Messrs. Dixon and Smoot. Coming into the controversy Mr. Elkins declared that the pending amendment tears down and destroys the business of the country.

"Then," said Mr. Dixon, "you antagonize the interstate commerce commission."

Mr. Aldrich declared the commission's advocacy of the amendment was convincing and could be explained by its desire to control all the ramifications of the federal legislation of railroads.

"If you are going to destroy the business of the country," continued Mr. Aldrich, "to make Missoula, Mont., or Salt Lake, Kan., (the home town respectively of Senators Dixon and Bristow), the metropolis of the world, then there should be some reasonable rule under which the work of destruction is to be carried on."

Mr. Dixon replied with bitterness. He found in the Rhode Island senator's remarks a repetition of the recent invitation of Mr. Elkins to the west to "move out."

Mr. Elkins opposed the amendment as "an attempt to fix rates by law" which, he said, was equivalent to an effort to place a straight jacket on an ever-shifting scale. He thought the present law ample protection. The distance rate had been a failure wherever tried, Mr. Lodge asserted, and he declared such legislation as was under discussion tended inevitably in that direction.

ELKINS EXPLAINS.

After Mr. Lodge had concluded, Mr. Bristow took up Mr. Elkins' recent invitation to the people of the interior towns of the west "to move out."

"I didn't say it," protested the West Virginia senator, his face redder than usual. "I didn't say it," he repeated, and then read from the Congressional Record to show he had coupled a condition with the suggestion.

"I said," he proceeded, "that if they wanted the advantages of the coast cities they should move out; that is what I said, and I said it with deep regret. I meant no offense. The senator from Kansas does not love his state any better than I do."

Mr. Dixon and Mr. Bailey engaged in a controversy over an expression of the former in which he spoke of some senators as "champions of the railroads."

"Does the senator mean to say any senators are here as the champions of the railroads?" asked the Texas senator.

"I wish the senator would withdraw that question or address it to some one else," said Mr. Dixon.

Ellicott from Mr. Bailey the fact that he would not vote for any of the long and short haul amendments, Mr. Heyburn called attention to the fact that on a previous occasion, the Texas senator had supported the measure. Mr. Bailey admitted he had done so, but said he had adopted that course to create confusion on the Republican side of the chamber.

"Up to the time of the adoption of a measure I will vote for any provision that will make mischief for you, but I will stop short of doing the mischief to

the country. Does the senator understand it now?" he asked in conclusion.

I repeat it to say that I did not intentionally respond to the Idaho senator. Mr. Bristow closed with an appeal for justice for the prairie states. He said the chiding of those communities with a pleading cause with poor grace from "those who represent the railroad interests."

The debate closed for the day with another effort by Mr. Elkins to explain away his invitation to the people of the inland country to move to other sections.

RAILROAD BILL

IS PASSED BY THE HOUSE

Washington, May 10.—Without a single dissenting Republican vote, the house today passed the railroad bill, one of the chief measures President Taft wished enacted at the present session of Congress, by 209 to 126. Fourteen Democrats joined the majority. President Taft tonight said he was deeply gratified over the passage of the measure. He was especially pleased with the comfortable margin by which the commerce court feature was kept in the bill, for he regards this court as probably the most important step in the proposed law.

Referring to the clause providing for the physical valuation of railroads, Mr. Taft pointed out that power now practically rests with the interstate commerce commission, and that the difficulty in carrying out such a plan always has been found in the enormous cost of the undertaking.

When all the amendments adopted by the house while in committee of the whole had been agreed to, Mr. Adamson of Georgia, senior Democratic member of the minority on the committee reporting the bill, moved to recommend it with instructions that it be reported back with the commerce court clause stricken out. This motion was defeated, 157 to 176.

The bill makes many changes in the existing law that, if accepted by the senate will greatly affect interstate commerce. The court of commerce is created to adjudicate cases on appeal from the interstate commerce commission. It is provided this court shall be organized by the justices of the supreme court, future appointments to membership on the court to be made by them.

Stock and bond issues of railroads are controlled by the bill. Under this clause, a railroad before issuing any additional stock, must obtain an order from the commission which must, among other things, fix the price at which the securities of the road may be sold. A similar provision is made with respect to railroads organized through the courts. A provision is made that upon the reorganization of a railroad through court proceedings, stocks and bonds cannot be issued for more than a fair value of the property.

The long and short haul clause of the measure provides a railroad cannot, without first gaining permission, charge more for a short than for a long haul over the same line.

The interstate commerce commission also is given authority whenever a new rate is proposed to suspend the taking effect of that rate during consideration of its reasonableness.

As amended the bill proposes to bring the telephone and telegraph companies under the control of the interstate commerce commission. It provides for the valuation of railroad property to aid the commission in the consideration of railroad rates and gives to the commission authority over classifications, regulations, and practices of railroads.

Under its terms a railroad company must quote a freight rate accurately upon demand of a shipper and the shipper is given the right to route his freight whenever it passes over more than one railroad. The commission itself is authorized to establish through routes whereas under the present law it cannot make a new through route if such a route is already established.

Severe penalties are provided against shippers, who through false claims for damages, or loss of property, obtain secret rebates.

CHAMBERLAIN'S COMMENT.

Speaking of the bill as it passed the

house today, Mr. Mann, chairman of the committee on interstate and foreign commerce, said:

"Under the existing conditions, through the non-observance of the existing long and short haul clause, a very large proportion of the freight of the country is carried by the long distance around instead of being carried by the most direct route, whereas, if the railroads are compelled to cease doing that which would carry the same amount of freight by the most direct route and be able to save expense and reduce rates."

"It is the best bill ever passed by the house," said Mr. Mann of Illinois, in charge of the measure.

CHAMP CLARK'S COMMENT.

Champ Clark, leader of the Democratic minority, explaining the Democratic course in opposing the bill on final vote, said:

"The Democrats who voted against the bill did so because they considered that there were more bad features in the bill than there were good ones. When it was first brought into the house, it was a railroad bill pure and simple. It was drawn in their interests. Not a railroad lobbyist appeared in opposition to this bill, which says more eloquently than many volumes could do, that the railroads were in favor of this legislation. Every amendment introduced in the house helped the bill but there were not enough of them."

"Had the court of commerce feature and some parts of sections 12, 14 and 15 been stricken out I would have voted for the bill."

Chamberlain's Stomach and Liver Tablets will clear the sour stomach, sweeten the breath and create a healthy appetite. They promote the flow of gastric juices, thereby inducing good digestion. Sold by all dealers.

M. I. A. BALL—WANDAMERE. Friday, May 13.

PROSECUTION SCORED
AGAINST BALLINGER

Atty. Brandeis Brought Out Existence
Of Interior Department Rulings
That Secretary Violated.

Washington, May 10.—The existence of rulings in the interior department which Mr. Ballinger must have violated in appearing before the general land office in behalf of the Cunningham coal claimants after his retirement as land commissioner, was brought out by Atty. Brandeis in cross-examination of the secretary of the interior in the Ballinger-Pinchot investigation today.

Mr. Brandeis secured an admission from Mr. Ballinger today that he had been barred from appearing before the land office by a similar ruling in another case subsequent to his activity in the Cunningham cases and prior to his becoming secretary of the interior.

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MESSAGE FROM QUEEN ALEXANDRA

Thanks English Nation for Its
Sympathy and Asks to be Re-
membered in Their Prayers.

KING GEORGE V TO THE NAVY

Bill to be Introduced Modifying Mon-
arch's Declaration Regarding
Church of Rome.

London, May 10.—While the rulers and representatives of foreign nations are assembling here for the obsequies of King Edward, the various necessary formalities incident to the sad event are being gradually completed.

The widowed queen has sent a touching personal message to the nation, written in unassuming style and recalling similar intimate messages Queen Victoria was in the habit of addressing to her people.

King George has addressed messages to the navy and army, expressing his thanks for their loyalty and devotion and his solicitude for the efficiency of both services.

A message also has gone from the king to the Indian princes and people expressive of his gratitude for their sympathy.

QUEEN ALEXANDRA'S MESSAGE.

Queen Alexandra's message to the nation follows:

"From the depth of my poor broken heart I wish to express to the whole nation and our kind people we love so well, my deepest thanks for all their touching sympathy in my overwhelming sorrow and unexpressed anguish."

"Not alone have I lost everything in him, my beloved husband, but the nation, too, has suffered an irreparable loss when their best friend, father and sovereign was thus suddenly called away. May God give us all his divine help to bear this heaviest of crosses which he has seen fit to lay upon us. 'His will be done.'"

"Give me a thought in your prayers which will comfort and sustain me in all that I have to go through. Let me take this opportunity of expressing my heartfelt thanks for all the touching letters and tokens of sympathy I have received from all classes, high and low, rich and poor, which are so numerous that I fear it would be impossible for me to thank everybody individually."

"I confide my dear son into your care, who, I know, will follow in his dear father's footsteps, begging you to show him the same loyalty and devotion which I know your own devotion to duty, of service in the navy and in-law will do their utmost to merit and keep it."

THE KING TO THE NAVY.

One of the first messages issued by King George, who has long been known as "the sailor prince," was addressed to the navy. In it the king says:

"It is my earnest wish on succeeding to the throne, to make known to the navy how deeply grateful I am for its faithful and distinguished services, rendered to the king, my late father, and how much I value the devotion and efficiency of the navy."

"Educated and trained in that profession which I love so dearly, retirement from active duty has in no sense diminished my feeling of affection for it. For 33 years I have had the honor of serving in the navy and much intimate participation in its life and work enables me to know how thoroughly I can depend upon that spirit of loyalty and zealous devotion to duty, of service in the navy and in-law will do their utmost to merit and keep it."

"I am ever, my dear son and daughter-in-law, your devoted father, who ever showed the greatest solicitude for its welfare and efficiency."

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from the declaration the monarch must make before a new parliament of the ancient words, "abjuring the church of Rome."

These words Mr. Redmond declares are most offensive to all Catholics.

DECLARATION OF THE KING.

The cabinet today decided to introduce a bill amending the declaration of the king wherein he asserts his disbelief in transubstantiation and adoration of the Virgin and saints and that he makes the declaration without mental reservation or dispensation from the pope or other authority.

For the declaration that the foregoing doctrine and the mass are "superstitious and idolatrous" it is proposed to substitute the words "are contrary to my belief" and to omit reference to the pope.

The majority of parliament is believed to favor these changes, but the Orangemen and extreme Protestants will oppose them. The Catholics wish the entire declaration abolished, but the law officers of the crown consider such a safeguard against a Catholic monarch necessary.

Late tonight the body of King Edward, enclosed in an oaken casket, was transferred to the throne room of Buckingham palace, where it rests on a catafalque covered with the same purple pall that enshrouded the coffin of Queen Victoria. A silken royal ensign has been spread over the pall. Many floral offerings coming from abroad will be deposited in the throne room, where the body will remain until its removal to Westminster hall.

M. I. A. BALL—WANDAMERE. Friday, May 13.

More people are joining the movement for a cleaner city. We can tell by the number of orders we are receiving for our Clean Coal. Five kinds—all clean.

Woodruff—Sheets—Morris
COAL CO. Nepht L. Morris. W. S. Woodruff.

Yard—Cor. 4th W. & So. Temple.

Make for a cleaner city

GARDNER DAILY STORE NEWS
MAIL ORDERS PROMPTLY FILLED